(c) Steps taken to make the indigenous ship building industry more efficient are as follows:—

(i) Introduction of modern production technology such as pre-outfitting modular construction etc. by the shipyards.

(ii) Introduction of computers in shipbuilding.

(iii) Modernization of shipyards.

(iv) More effective production planning & control system.

(v) Improving quality control system.

सवारी रेल गाड़ियों की गति को तेज करना

1850. **श्री सत्य प्रकाश मालवीय :** क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने कुछ सवारी रेलगाड़ियों की गति को तेज करने का निर्णय ले लिया है ; यदि हां, तो उनका ब्यौरा क्या है ; और

(ख) यह निर्णय कब तक प्रभावी होने की सम्भावना है ?

रेल मंत्रालय के राज्य मंत्री (श्री माधवराव सिंधिया) : (क) और (ख) विभिन्न गाड़ियों की अनुज्ञेय अधिकतम सीमा के अन्तर्गत समय-समय पर रफ्तार बढ़ाना एक सतत प्रक्रिया है।

Subsidy to shipyards

1851. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the amount of subsidy given to shipyards at present;

(b) whether any study has been conducted by the Bureau of Industrial Costs and Prices in this regard; and

(c) if so, what are the findings and the recommendations of the Bureau?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The quantum of subsidy disbursed by the Government of India to the Shipyards, both private as well as public, during the year 1987-88 is Rs. 5.894 crores.

(b) Yes, Sir.

(c) Broadly, the main recommendations, among others, made by the Bureau of Industrial Costs & Prices are:—

(i) The price payable to a shipyard should be International Parity Price (IPP) plus 40% thereof. The additional burden over IPP to be shared by the buyer and the Government at 10% and 30% of IPP respectively.

(ii) A moratorium on debt repayment etc. effective for a short period not exceeding 3 years.

(iii) If the imported material costs alone exceed IPP, it is not advisable to undertake production.

(iv) Domestic Shipping Industry should be permitted to procure ships through global tender and domestic shipyards be allowed to participate in global tender by Government treating the domestic shipyards as hundered percent export activity.

(v) The feasibility of using the existing idle capacity for the production of Naval Ships is to be explored.

Rise in Vayudoot Capital

1852. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Vayudoot has been allowed to raise its capital;

(b) whether it is a fact that the accounts of the Corporation have not been completed and audited so far since its inception; and

(c) if so, what is the justification for investing more capital?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI MOTI LAL VORA): (a) and (b) No, Sir.

(c) Does not arise.

Inadequate berths in Kolhapur-Mahalaxmi Train

1853. SHRI A. G. KULKARNI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received complaints from trading community and passengers' Associations regarding inadequate provision of upper class berths for Kolhapur, Miraj, Sangli Stations in Kolhapur-Mahalaxmi Train, running upto Bombay; if so, what are the reasons therefor;

(b) whether the old bogies attached to Kolhapur-Mahalaxmi when this train was inaugurated, are still continuing; if so, whether Government have received any complaints regarding rickety berths and filthy latrines; and

(c) whether Government have received proposals to transfer the sector between Kolhapur to Pune to Central Railway; if so, what is Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. Some representations have been received. Additional reservation quota of Three AC 2-tier and Two First Class berths has since been provided at Miraj for Bombay in Mahalaxmi Express from 21.5.88.

(b) No, Sir. No overaged or overdue POH coaches are running on Kolhapur-Mahalaxmi Express. Only one complaint has been received during the current year.

(c) Some suggestions to transfer Pune-Kolhapur section from South Central Railway to Central Railway have been received and the same have been noted.

MACT cases pending against DTC

1854. SHRI JERLIE E. TARIANG: Will the Minister of SURFACE TRANSPORT be pleased to state what is the total number of Motor Accidents Claim Tribunal cases against DTC pending in different courts in Delhi and the total amount involved therein?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): The total number of cases against DTC pending in different Motor Accident Claims Tribunals in Delhi are 1802. The total amount of liability in respect of these claim-cases will depend only on awards that may be made by the Tribunals.

Connecting Guwahati and Dibrugarh by broadgauge

1855. SHRI JERLIE E. TARIANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to connect Guwahati and Dibrugarh by broadgauge; and

(b) if so, by when the project is likely to start?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir. There is no such proposal at present.

(b) Does not arise.

Meghalaya's request for more seats in trains

1856. SHRI JERLIE E. TARIANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received request from the Meghalaya